

	Type	Hits	Search Text
1	IS&R	5	(("5924074") or ("5546580") or ("5879163") or ("5722418") or ("6018713")).PN.
2	IS&R	50	(("6112188") or ("5892900") or ("5917912") or ("5910987") or ("5915019") or ("5949876") or ("5982891") or ("6021202") or ("4968873") or ("5557515") or ("5722418") or ("4837422") or ("5182705") or ("5930764") or ("5966695") or ("5920628") or ("5668897") or ("5884271") or ("6064986") or ("5550734") or ("5704044") or ("6101242") or ("4882473") or ("5590038") or ("6073242") or ("5590037") or ("5546462") or ("5740244") or ("5428683") or ("5673402") or ("5748780") or ("6047270") or ("6085174") or ("6115690") or ("5765152") or ("6112207") or ("6140936") or ("5832089") or ("5805082") or ("5534855") or ("6009402") or ("6026364") or ("5850442") or ("5734838") or ("5883956") or ("5931917") or ("5878403") or ("6167119") or ("5870725") or ("6148292")).PN.
3	BRS	967	(electric adj vehicle) and distance
4	BRS	42	((("705/6") or ("705/5")).CCLS.) and trip
5	BRS	12	((("705/6") or ("705/5")).CCLS.) and trip) and vehicle
6	BRS	12	vehicle and (port adj facility)
7	BRS	24	((("705/6") or ("705/5")).CCLS.) and vehicle
8	BRS	6	reserving and (electric adj vehicle)
9	BRS	6	reserving and (electric adj vehicle)

	Type	Hits	Search Text
10	IS&R	50	(("6112188") or ("5892900") or ("5917912") or ("5910987") or ("5915019") or ("5949876") or ("5982891") or ("6021202") or ("4968873") or ("5557515") or ("5722418") or ("4837422") or ("5182705") or ("5930764") or ("5966695") or ("5920628") or ("5668897") or ("5884271") or ("6064986") or ("5550734") or ("5704044") or ("6101242") or ("4882473") or ("5590038") or ("6073242") or ("5590037") or ("5546462") or ("5740244") or ("5428683") or ("5673402") or ("5748780") or ("6047270") or ("6085174") or ("6115690") or ("5765152") or ("6112207") or ("6140936") or ("5832089") or ("5805082") or ("5534855") or ("6009402") or ("6026364") or ("5850442") or ("5734838") or ("5883956") or ("5931917") or ("5878403") or ("6167119") or ("5870725") or ("6148292")).PN.
11	BRS	643272	electrical adjk vehicle with highest adj charge adj state
12	BRS	94	highest adj charge
13	BRS	6	highest adj charge and electric adj vehicle
14	BRS	793944	distance
15	BRS	22	reserved adj vehicle
16	BRS	24	travel adj request
17	BRS	0	(travel adj request) and electric adj vehicle
18	BRS	5	(travel adj request) and vehicle

PATENT APPLICATION - PATENTANMELDUNG - DEMANDE DE BREVET

AN 1067481 EUROPATFULL ED 20010121 EW 200102 FS OS
 TIEN Vehicle sharing system and method with parking state detection.
 TIDE System zum Teilen der Nutzung von Fahrzeugen und Verfahren zur
 Parkzustandserfassung.
 TIFR Systeme de partage d'utilisation de vehicules et methode avec detection
 d'etat de stationnement.
 IN Murakami, Hiroshi c/o Kabushiki Kaisha Honda, Gijutsu Kenkyusho, 4-1
 Chuo 1-chome, Wako-shi,, Saitama-ken, JP;
 Yano, Shunji c/o Kabushiki Kaisha Honda, Gijutsu Kenkyusho, 4-1 Chuo 1
 chome, Wako-shi,, Saitama-ken, JP;
 Nakamura, Kazuhiro Kabushiki Kaisha Honda, Gijutsu Kenkyusho, 4-1 Chuo
 1-chome, Wako-shi, Saitama-ken, JP;
 Barth, Matthew James, 6529 Dante Circle, Riverside, California 92506,
 US;
 Todd, Michael Donovan, 619 Glenwood Drive, Redlans California 92373, US
 PA HONDA GIKEN KOGYO KABUSHIKI KAISHA, 1-1, Minamiaoyama 2-chome,
 Minato-ku
 Tokyo, JP;
 The Regents of the University of California, 12th Floor, 1111 Franklin
 Street, Oakland, CA 94607-5200, US
 SO Wila-EPZ-2001-H02-T2a
 DS R AT; R BE; R CH; R CY; R DE; R DK; R ES; R FI; R FR; R GB; R GR; R IE;
 R IT; R LI; R LU; R MC; R NL; R PT; R SE; R AL; R LT; R LV; R MK; R RO;
 R SI
 PIT EPA2 EUROPAEISCHE PATENTANMELDUNG
 PI EP 1067481 A2 20010110
 OD 20010110
 AI EP 2000-305768 20000707
 PRAI US 1999-349426 19990707
 IC ICM G07B015-00
 ICS G07F007-00

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L1 ANSWER 5 OF 5 EUROPATFULL COPYRIGHT 2001 WILA
 DETDEN In the present preferred embodiment, the computer system at the port
 facility 14 is programmed to prompt the user to enter the above-noted
 travel information, upon the user registering by swiping the card key
 21
 (or other token) past the reader. The computer system may display
 destination options and/or additional time or distance options. Thus,
 the display may prompt the user to, for example, select or click an
 icon
 for a proposed destination port facility. In addition other icons for
 selecting a proposed additional number of minutes or miles of expected
 travel beyond the route to the destination port may be displayed. By
 selecting the additional icons the user may inform the system that the
 user will have an errand trip. An errand trip is a detour from the
 regular route that would be taken in traveling between points. For
 example a user of a vehicle may travel directly to a destination or
 they
 may take a side excursion for example to pay a bill or to buy a
 newspaper. Such side excursions are errand trips. The user can select
 different icons notifying the system that, for instance an errand trip
 will take an additional 45 minutes and add an additional 10 miles
 beyond
 what would be expected if the direct route to the destination were
 taken
 without the errand trip. In yet further embodiments, a map is displayed
 to the user and the user is prompted to identify locations on the map
 corresponding to a destination and/or side trip locations or zones. It

L1 ANSWER 3 OF 5 EUROPATFULL COPYRIGHT 2001 WILA

PATENT APPLICATION - PATENTANMELDUNG - DEMANDE DE BREVET

AN 1067498 EUROPATFULL ED 20010121 EW 200102 FS OS
TIEN Shared vehicle system and method involving reserving vehicles with
highest states of electrical charge.
TIDE Verfahren und Vorrichtung fuer die Reservierung von anteilig genutzten
Fahrzeugen mit der groessten elektrischen Ladung.
TIFR Methode et dispositif pour la reservation partagee des vehicules avec
la
charge electrique majeur.
IN Murakami, Hiroshi, c/o KK Honda Gijutsu Kenkyusho, 4-1 Chuo 1-chome,
Wako-shi, Saitama-ken, JP;
Yano, Shunji, c/o KK Honda Gijutsu Kenkyusho, 4-1 Chuo 1-chome,
Wako-shi, Saitama-ken, JP;
Nakamura, Kazuhiro, c/o KK Honda Gijutsu Kenkyusho, 4-1 Chuo 1-chome,
Wako-shi, Saitama-ken, JP;
Barth, Matthew James, 6529 Dante Circle, Riverside, California 92506,
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PA HONDA GIKEN KOGYO KABUSHIKI KAISHA, 1-1, Minamiaoyama 2-chome,
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Tokyo, JP;
The Regents of the University of California, 12th Floor, 1111 Franklin
Street, Oakland, CA 94607-5200, US
SO Wila-EPZ-2001-H02-T2a
DS R AT; R BE; R CH; R CY; R DE; R DK; R ES; R FI; R FR; R GB; R GR; R IE;
R IT; R LI; R LU; R MC; R NL; R PT; R SE; R AL; R LT; R LV; R MK; R RO;
R SI
PIT EPAL EUROPÄISCHE PATENTANMELDUNG
PI EP 1067498 A1 20010110
OD 20010110
AI EP 2000-305739 20000707
PRAI US 1999-349423 19990707
IC ICM G08G001-127
ICS G08G001-123

L1 ANSWER 4 OF 5 EUROPATFULL COPYRIGHT 2001 WILA

DETDEN In the present preferred embodiment, the computer system at the port facility 14 is programmed to prompt the user to enter the above-noted travel information, upon the user registering by swiping the card key

21

(or other token) past the reader. The computer system may display destination options and/or additional time or distance options. Thus, the display may prompt the user to, for example, select or click an

icon

for a proposed destination port facility. In addition other icons for selecting a proposed additional number of minutes or miles of expected travel beyond the route to the destination port may be displayed. By selecting the additional icons the user may inform the system that the user will have an errand trip. An errand trip is a detour from the regular route that would be taken in traveling between points. For example a user of a vehicle may travel directly to a destination or

they

may take a side excursion for example to pay a bill or to buy a newspaper. Such side excursions are errand trips. The user can select different icons notifying the system that, for instance an errand trip will take an additional 45 minutes and add an additional 10 miles

beyond

what would be expected if the direct route to the destination were

taken

without the errand trip. In yet further embodiments, a map is displayed to the user and the user is prompted to identify locations on the map corresponding to a destination and/or side trip locations or zones. It can be very important to the scheduling and allocation of vehicles to allow for excursions such as errand trips. Efficient allocation of vehicles is easier if vehicle trips can be predicted with greater reliability and accuracy. Embodiments of the vehicle sharing system and method include implementations which reward users for accuracy, for example if the user returns the vehicle within 5 minutes of the planned return time the user may get an "accurate return time" discount. Users may also get a discount if they give notice of unexpected delays. For example if the users were charged a per hour rate a user would be charged for a whole hour if they returned a vehicle 10 minutes late, whereas if they gave notice of their late return, so that the vehicle could be reallocated during the proper time frame, they might be

charged

for only a portion of an hour. Similar discounts might be given for accurately predicting the number of miles driven. By accurately predicting the distance to be driven the system could more accurately predict, at the beginning of a trip, the state of charge (for

electrical

vehicles) that will be present when a vehicle is returned, thus

enabling

more efficient **allocation of vehicles and charge facilities.**

=> d 4

L1 ANSWER 4 OF 5 EUROPATFULL COPYRIGHT 2001 WILA

can be very important to the scheduling and allocation of vehicles to allow for excursions such as errand trips. Efficient allocation of vehicles is easier if vehicle trips can be predicted with greater reliability and accuracy. Embodiments of the vehicle sharing system and method include implementations which reward users for accuracy, for example if the user returns the vehicle within 5 minutes of the planned return time the user may get an "accurate return time" discount. Users may also get a discount if they give notice of unexpected delays. For example if the users' were charged a per hour rate a user would be charged for a whole hour if they returned a vehicle 10 minutes late, whereas if they gave notice of their late return, so that the vehicle could be reallocated during the proper time frame, they might be charged for only a portion of an hour. Similar discounts might be given for accurately predicting the number of miles driven. By accurately predicting the distance to be driven the system could more accurately predict, at the beginning of a trip, the state of charge (for electrical vehicles) that will be present when a vehicle is returned, thus enabling more efficient **allocation of vehicles** and **charge** facilities.